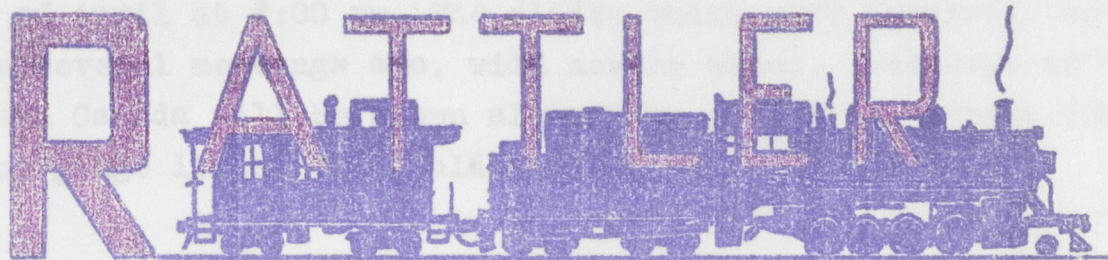


THE CANADIAN RAILROAD HISTORICAL ASSN.



Volume II No. 4

April 4th 1964

IT'S OURS!!



D W Brow

In the last days of steam on the NAR, No.73 stood on one of the enginehouse lead tracks, awaiting its final trip - to the scrap yard. Little was it then realized that in $3\frac{1}{2}$ years she would again be turning her drivers. To where? We don't know right now but its ours.

NORTHERN ALBERTA RLY NO. 73

The regular monthly meeting of the Rocky Mountain Branch of the CRHA will be held in the Cromdale Car Barns on Tuesday, the 14th of April at 8:00 pm. The slides which were promised to be shown several meetings ago, will now be shown. Railways of Eastern Canada will be shown along with slides of several USA narrow gauge lines. It should prove most interesting.

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Car No1

There is not too much which can be added to the progress of No 1 this month. We are sorry to say that because of poor attendance at the Saturday work sessions, it has been decided not to pursue it further. The Monday evening work parties are not proving too much better so it looks as if No 1 will not be ready for display at Exhibition time.

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No 73

Every once in a while a person gets a chance to tell of some real good news. It is therefore, with great pleasure that we announce the securement of Northern Alberta Rlys. steam engine No. 73, a 2-8-0. The loco has been donated to the Rocky Mountain Branch by Stelco.

The final decision on whether it will be run or just preserved will be made at a later date. The important thing right now is that it is ours and we must obtain a place for it to be stored.

Most of you will remember the stable of power the NAR kept. Those engines had something about them which was hard to define, harder yet to forget. Perhaps it was the lovely way the tender was painted - with that fine yellow line running around the four sides of the tender panel, with the magical lettering NORTHERN ALBERTA painted inside it.

The engine is one of three which were constructed by the Canadian Locomotive Co., Kingston, Ont. in Oct 1927.

The first engine was sent to the Pembina Valley and the other two, including #73, were delivered to the Edmonton, Duvegan & British Columbia Rly, which ran northward to Dawson Creek.

Two years later, the E.D & BC became part of the NAR. No73 had 56" drivers, 190 psi, with 22"x28" cylinders and weighed in at 325,500 lbs. CLC shop erection number was 1821.

Tuesday night is meeting night so everyone of you people are expected to be there. There's big plans ahead.

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continued on the next page

WORK PARTIES ON CAR No. 1 ARE HELD
EVERY MONDAY EVENING AT 7:00 PM. ENTER THE
BACK DOOR -
MACHINE SHOP

MISCELLANEOUS NEWS.CNR CAR No. 64.

If you go down to the car yards at 116th. Street, you will find a lovely old coach, originally CNR car No. 64, being rebuilt and reequipped as a business car for the GREAT SLAVE LAKE RR. At the moment, it is painted primer red and the east truck is out from under being modernised. The inside furniture is also missing but will be installed shortly. It has a lounge, two "master" sleeping rooms with a shower between, a dining room, a smaller room for the secretary, a room, including a shower, for the cook, a modern kitchen and a Baker heater converted to oil, reading in that order from the open rear platform. We only need 18 tickets to rent it anyone for PINE POINT ??????

IN SEARCH OF STEAM.

Our tame bookworm has come up for air and reports that our recent feature article on the Safari to Colorado in Sept.63 took no less than 15050 words to describe. Words fail me !!!

PAST GLORIES DEPARTED.

A moment of quiet contemplation , in memoriam, is asked for three old stalwarts of the Edmonton scene, lately departed or at least on their way.... namely the CNR passenger depot, closed to be replaced by 35 stories of offices, the ice house and the "fish shed".

CREDITS to Vince Coley for many of the news items in this issue.

PUBLISHED MONTHLY BY THE ROCKY MOUNTAIN BRANCH OF THE
CANADIAN RAILROAD HISTORICAL ASSOCIATION, 11215 109st. EDMONTON.

SECRETARY.... Vince Coley, 11243 72nd. Avenue, EDMONTON.
EDITOR.....Wayne McBrow.

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